

### REMARKS

Claims 1-24 are in the application. By this amendment, Claims 1, 4, 10 and 24 are amended. Claims 3 and 11-24 have been indicated as being allowable. Claims 2, 7 and 8 are objected as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form including all the limitations of the base claim and any intervening claims.

Claims 1, 4-6, 9, 10, and 24 stand rejected under 35 U.S.C. 102(b) as being anticipated by Naruoka et al. (4830517). The Examiner states that Naruoka's Figure 13 shows a connecting rod 2 comprising roller member 12, a locking/stop mechanism 22, a first portion at 4 and a second portion near 88. Applicants respectfully traverse this rejection and request that each of Claims 1, 4-6, 9, 10, and 24 be reconsidered in view of these remarks and also in view of the claim amendments contained herein, and passed to issue.

Naruoka discloses a connecting rod in which an eccentric bushing is mounted in the upper end of the connecting rod. Naruoka's device works by unlocking the bushing and allowing it to turn to a new location. Naruoka's device, which actually changes the spatial relationship between the piston and the connecting rod, does not contain any type of roller. It is clear from viewing Naruoka's bushing 12 that it is not a roller because, not being round, it does not fit any known definition for a "roller." It is noted, too, that Naruoka's connecting rod does not ever change its position with respect to the engine crankshaft because his connecting rod is mounted in the conventional manner to a journal of the crankshaft. In contrast, Applicants' claimed device uses a roller member to change the position of the connecting rod with respect to the crankshaft of the engine.

With Applicants' device, the position of the connecting rod itself with respect to the piston never changes, as is the case with the Naruoka device. As amended, Claims 1, 4, 10 and 24 make clear that Applicants' device uses a roller member operating relative to a connecting rod body to change a connecting rod position between a first connecting rod position corresponding to a first compression ratio, and second connecting rod position corresponding to a second compression ratio. In other words, the compression ratio is varied by varying the position of the connecting rod with respect to the engine's crankshaft. Such is not the case with the cited

reference, and as a result each of amended Claims 1, 4-6, 9, 10 and 24 is allowable over Naruoka and should be passed to issue along with each Claim depending therefrom. Such action is earnestly solicited.

Dykema Gossett PLLC

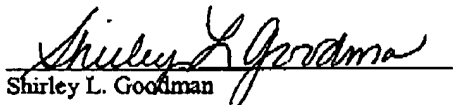
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CERTIFICATE OF MAILING

I hereby certify that the enclosed Amendment is being sent via central fax # (703) 872-9306 to Mail Stop Amendment, Commissioner of Patents, P.O. Box 1450, Alexandria, VA 22313-1450, on this 26<sup>th</sup> day of April, 2005.

  
Shirley L. Goodman